



*Expires – When LPP is issued*

## **HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) AND HIGH RISK RURAL ROADS PROGRAM (HR3)**

### **I. BACKGROUND**

Previous program guidelines for Highway Safety Improvement Program (HSIP) and High Risk Rural Roads Program (HR3) were issued under Office Bulletin (OB) 10-11 and Chapter 10 of the Local Assistance Program Guidelines (LAPG), respectively. The combined Cycle 5 HSIP and Cycle 3 HR3 program guidelines and application issued in this Office Bulletin will be in effect until a formal Local Program Procedures (LPP) is issued at a later date.

### **II. POLICY**

Major policy changes from the previous cycle of the HSIP/HR3 programs include the following:

- The HSIP and HR3 calls for projects have been combined for efficient use of resources within Department of Transportation (Caltrans) and Local Agencies.
- The call for projects is now 100% data driven for both programs. In the past, the HR3 program was fully data driven, while the HSIP required Districts to create review committees to subjectively review and score applications.
- All project applications will be ranked on the basis of their Benefit to Cost (B/C) Ratio. In the process of completing their application, applicants are required to access the University of California, Berkeley - Safe Transportation Research and Education Center's (Safe TREC) new Transportation Injury Mapping System (TIMS) website. The Application Instructions will guide applicants on how to access TIMS, utilize the B/C Calculator tool, and incorporate the B/C Ratio results into their application.
- Applicants will also be encouraged to utilize the new Local Roadway Safety Manual for California Local Road Owners that was created by Division of Local Assistance (DLA) specifically to improve the overall safety-effectiveness of the HSIP and HR3 programs by guiding local agencies to proactively analyze their roadway networks for their highest crash concentrations and incorporate low cost improvements into their proposed safety projects.

### **III. PROCEDURE**

Upon execution of this Office Bulletin, the District Local Assistance Engineers (DLAE) will notify all local agencies that Caltrans is soliciting HSIP/HR3 projects. Local agencies will be asked to submit their applications to the DLAE within 3 months. The project review and selection process will be a joint effort by Headquarters and District Local Assistance offices.

When the recommended list of projects is developed and approved for funding, the Districts will notify applicants of the results.



#### IV. APPLICABILITY/IMPACTS

The approved project list will coincide with the beginning of the 2013 Federal Statewide Transportation Improvement Program (FSTIP). Along with existing HSIP/HR3 projects, projects selected from this call for projects will fully utilize the 4 year programming capacity of the new 2013 FSTIP. The HSIP and HR3 FSTIP backup lists will be prepared and MPOs will be asked to include them in their first 2013 Amendments, which usually occur in late December or January. Agencies will be instructed to proceed with obligating funds within 6 months of their projects being amended into the FSTIP to meet the first delivery milestone under the HSIP and HR3 program delivery requirements.

Recommended:	<u>Original Signed By</u>	<u>4/20/2012</u>
	Ted Davini, Safety Program Coordinator Office of Bridge and Safety Programs	Date
Approved:	<u>Original Signed By</u>	<u>4/20/2012</u>
	Yin-Ping Li, Office Chief Office of Bridge and Safety Programs	Date

Attachments:

- 1) Attachment 1 – HSIP/HR3 Guidelines
- 2) Attachment 2 – HSIP/HR3 Application
- 3) Attachment 3 – HSIP/HR3 Application Instruction
- 4) Attachment 4 – Local Roadway Safety Manual for California Local Road Owners